

revenge was manifest, but warm, heartfelt feelings were expressed to the Great Father to bless their Navajo friends, to open their eyes, that they might know who their friends were. Brother Blythe asked if he should disrobe, but no answer came. For five minutes a breathless silence reigned in that hogan, then the chief spoke low to two young men. 'Bring their horses and saddle them.' When that was done he said, 'I believe that your hearts are good and that you are our friends, but our young men are crying for blood. Get on your horses and go straight home. Don't turn to right or left, for if you do, my men will kill you. Now, go.'

"Morning had come. For twelve hours they had been under the cloud and shadow of death, as missionaries of peace. Loyalty to their calling had led them into the Lion's Den and God, in whom they trusted, had delivered them.

"Oh! How I love the memory of such men, and how little the world knows of the many sacrifices our noble Mormon boys have made."—*Pearl M. Boyce.*

Postal
Services

*"Heart Throbs of the West" Vol 1:181
-194*
Communication of Early Utah

From the time the pioneers entered Great Salt Lake Valley in 1847, until the fall of 1851, the only communication they had with the outside world was through new immigrants or those in the valley returning to their former homes. It took months for news to be brought from or sent to any place in the east. Imagine, if possible, the life the early pioneer lived as far as news from home was concerned. They had left their loved ones in the east or in the lands beyond the sea. Here in Utah they were existing as best they could, wresting from their surroundings their existence, yet always in their hearts was a desire to hear from their people. Visualize what it would mean to have no regular mail service, no telegraph or no telephone. The story of the Utah Pioneers' battle for better communication with the rest of the world is most inspiring and proves their desire to bring to this people the best that civilization had to offer by communication. An incident is told of a family living in England sending a letter to their daughter in Utah informing her that in three months they would leave their native home to join her. After a lapse of nearly seven months, they arrived here, three weeks before the letter. The news that Utah had been made a territory did not arrive in Utah for many months after the act was passed by Congress.

In 1851 the first contract to carry the United States mail and express between Salt Lake City and St. Joseph, Missouri, was given to John M. Hockaday and William Liggett. They used the stage coach and made the trip once a month. Later, they ran semi-monthly. About the same time, W. F. McGraw of Maryland established a stage line between Salt Lake City and Sacramento, California.

Later, on March 3, 1852, a memorial was approved and sent to Washington by the legislature of Utah, asking for a weekly mail route between Washington and Salt Lake City:

"Your memorialists, the Governor and Legislative Assembly of the Territory of Utah, respectfully pray the establishment of a weekly mail route from the Missouri River to this place; as by the present arrangement of monthly mails, we often fail getting them once in even two months, during the winter season, which you will perceive, subjects us to serious inconveniences, and many disadvantages, when compared with the more favored population of the States, where they enjoy all the facilities of communication, afforded by the power of steam, and the lightning rapidity of the telegraph.

"The early attention of Congress to this, our memorial, is earnestly desired, as a great favor and benefit to the overland emigration to California, and to the inhabitants of Oregon and Utah Territories; and as in duty bound, your memorialists will ever pray.

Approved March 3, 1852."

Then another memorial to Congress praying for a like service between Salt Lake City and San Diego reads as follows:

"The Governor and Legislative Assembly of the Territory of Utah, respectfully memorialize your honorable body for the following purpose, viz.:

"Whereas, the locality of Utah Territory is such as to render it inaccessible to the mail from Missouri during four months in the year, and also, for a period of six months in the year, it is inaccessible to mail from Sacramento and Oregon, by way of Fort Hall, which are the only available mail routes from this Territory to the United States now in use; and,

"Whereas, we are thereby excluded from intercourse with the United States and other nations during a considerable portion of the year, which is very prejudicial to the acquisition of timely intelligence from abroad by us as members of the great political compact; and,

"Whereas, natural facilities do exist for establishing a mail route from Great Salt Lake City to San Diego, or some other eligible position on the coast of the Pacific near that place, which route can be traversed without any serious obstacles during every month in the year."

In 1854, Congress passed an act that gave an annual appropriation of \$80,000 for mail service between the Mississippi Valley and the Pacific Ocean. The service required from twenty-five to thirty days. At first the mail was semi-monthly, then weekly, then semi-weekly and then tri-weekly, and after it came into the hands of Ben Holiday, mail arrived every day although it would then be from twenty-five days to two months old.

The stages were light vehicles drawn by six or eight horses or mules. Each stage had a place in front and rear for mail, express or extra baggage. The mail was carried in the front under the foot of the driver. Then ten or twelve passengers that were accommodated were generally crowded together. The stations were about ten to twelve miles apart. At each station the horses would be changed very quickly, as they had no time to lose. They ran day and night and had to make one hundred miles in twenty-four hours, which is quite fast when one considers the conditions, a heavy load, bad roads through mountain passes, swollen streams, and various other trials. It was regarded as a most unusual service.

The driver must be a man of courage, an excellent horseman, and a man of good judgment. For not only in good weather, but in bad, he must travel on. He must be prepared for Indian attacks and for robbers, who often molested them. These were the conditions under which the mail was brought to the Mormon Pioneers for a number of years. Then, to give a faster service came the pony express, probably one of the most picturesque bits of history that happened in the founding of the Great West.

"Twenty-two more sacks of old mail were delivered at the Post Office in this city on the 16th instant. This makes thirty-eight sacks hauled through by oxen, and how many more are on their way by the same speedy mode of conveyance, or laying east of Laramie, or entirely destroyed, we have as yet no means of telling. When we find out, we will endeavor to give the right persons full credit for such unjustifiable conduct. . . . Nearly all the newspapers and mail were damp, mouldy, rubbed to pieces, directions worn off, and had dates running back from April '54 to '52, truly an interesting method for subscribers to receive the value of their money."—*Deseret News*, August 24, 1854.

The stage coach proved a great improvement over ox teams, but there were many complaints over the delays caused by substituting government reports for first class mails, also passengers complained because they were crowded out by the mail.

It must be remembered that by 1860 half a million people were scattered in this western part of the United States, desiring to make contact with friends and relatives and becoming a part of the great world by keeping in touch with the news of the day.

Transcontinental mail to these westerners was handled mostly by way of the Isthmus of Panama, and it required over a month between New York and San Francisco. So to speed the mail the Pony Express was established. Many a Westerner had worked hard for this service, among them Senator Gwin of California, and largely through their efforts, the freighting firm of Wadell, Russell and Majors joined hands with Ben Holiday and operated the pony express. They built two hundred stations along the route, purchased five hundred of the best horses that could be bought, and then hired eighty of the most daring riders to carry the United States mail.

The Pony Express was largely employed by the government merchants and traders. The mail must necessarily be light. The rates averaged about five dollars for a letter to cross the continent. The mail pouches were of leather, sealed and strapped to the saddle, never weighing over twenty pounds. Horses were exchanged every twelve or fifteen miles and nearly every rider rode three mounts. The service started on April 3, 1860. *Fast Riding*.

"The first Pony Express from the west left Sacramento City, California, at 12 p.m. on the night of the 3rd inst., and arrived in this city at 11:45 p.m. of the 7th, indie of prospectus time," the account reads. "The roads were heavy and the weather stormy. The last 75 miles were made in 5 hours, 15 minutes in a heavy rain."

"The express from the east left St. Joseph at 6:30 p.m., April 3, and arrived in Salt Lake City at 6:25 p.m., April 9."—*Deseret News*.

These Pony Express riders were chosen for their bravery and coolness in moments of danger. It was no easy task, both horse and man were strained to the limit of endurance, for day and night in all kinds of weather they must carry the mail, sometimes along lonely stretches of prairie or following a trail along dark and narrow canyons, watched by the savage so eager for the scalp of the white man. But they carried on for sixteen months, when they gave way for the transcontinental telegraph.

POST OFFICES IN THE STATE OF UTAH

Salt Lake's first postmaster was perhaps the friend from back home who brought a letter from a dear one, who hunted up a family that had come west with the first companies to bring news from home. The first United States Post Office was established March 1, 1849, with Joseph L. Heywood as Postmaster. His was not a very hard or serious task as the mail only came when the immigrant train arrived. Willard Richards was the next postmaster and he was followed by Elias Smith, who took over

the work in 1854. Others were Thomas B. Stenhouse, Nat Stein, Wattis Street, J. M. Moore. The home of the Post Office in Salt Lake City has been changed at various times. For many years it was in the Constitution Building where people waited "to get their mail." One writer maintains that the early day Post Office was the newspaper of his town, for they all would linger around to find out the news contained in the letter, if one happened to come to any member of the group. It was not a place of hurry, for if the mail happened to come in late it would be left until morning and then sorted and given out. After one had waited for six months or more for a letter, a day or so did not count. It was not until March 22, 1835, when the Post Office was located at 141 East Second South that free delivery was started. At that time the force had increased to eleven men: seven carriers, postmaster, his assistant and two clerks.

The Deseret News of March 2, 1854, gives the following postmasters within the state: Salt Lake, Willard Richards; Draperville, Ebenezer Brown; Millers Creek, Davis County, Joseph Leathe; Stoker, Davis County, David Sessions; Brownsville, Weber County, J. A. Browning; Box Elder, C. W. Hubbard; Youngsville, Box Elder County, Eli Pierce; Tooele City, John Rowberry; Carson Valley, J. L. Barnard; Lehi, David Evans; American Fork, L. E. Harrington; Provo, L. N. Scoville; Springville, Aaron J. Johnson; Payson, Charles B. Hancock; Palmyra, Charles H. Davis; Salt Creek, Timothy B. Foote; Manti, George Peacock; Fillmore, Anson Call, and Parowan, J. C. L. Smith.

As soon as settlements were made in the state, arrangements were made for sending of mail. Post Offices were located and postmasters were appointed. Private parties secured the agency for delivering the mail from Salt Lake Valley to the towns. In 1862, L. I. Smith announced through the press that the mail would leave Salt Lake and Fillmore every Monday and Thursday at 7:00 o'clock. Rates were announced for passengers, letters and parcels. Furthermore, wheat, oats, barley, eggs, butter and cheese would be received in payment. A month or so later, Thomas J. King made arrangements to run a mail coach semi-weekly between Ogden and Salt Lake City. He also took as pay for fares, wheat, oats, and barley.

Strange stories are told of the conditions under which the men who delivered the mail accomplished their tasks. Among them the following is by Mr. Frank E. Slaughter: "No longer do we wonder why we stayed in Southern Utah. We toiled for a principle and built for generations to come. Only a few of us are left to hear the praises given for the work accomplished there. When we were called into the Dixie Country, every mile had its difficulties. We located first in Grafton, then went to Rockville. At this time Rockville was the end of the mail route in Washington County, Utah. To make a shorter cut to Kanab, the Government installed a cable line from the bottom of a high precipice to the top, a distance of about one thousand feet. A pulley was placed on this cable with a hook and a rope. This was fastened to the pulley at one end and attached to a windlass at the other end. The mail sacks were attached to the pulley. The man on top wound the windlass and up went the mail. This point was about eight miles from Rockville, most of it through a rough canyon with overhanging brush and foliage. I carried the mail by mule back, and many a flood-like rain storm I encountered in this canyon, going home

looking like I had fallen in the river. The perseverance of these pioneers is now appreciated by the thousands of tourists who visit these wonders every year."

THE TELEGRAPH

One of the most important days in the history of Utah was October 23, 1861, when the first transcontinental telegraph was completed at Salt Lake City. When one remembers how important communication becomes in the industrial growth of a community, then only can we realize the importance of that day.

Hiram Sibly, who was the president of the Western Union, proposed to Congress that a telegraph line unite the Pacific and Atlantic Oceans, and obtained from Congress an act which gave an annual appropriation of \$40,000 for ten years. The Western Union made arrangements with the California State Telegraph Company to build east to Salt Lake City and the Pacific Telegraph Company to build west to that point where they would meet.

The east end of the lines was constructed by Edward Creighton and the west by James Gamble. These chiefs divided their men into groups and placed them to work in different divisions so that the work might be finished as soon as possible. As the two lines progressed, the time required to send messages between the two coasts lessened as temporary telegraph stations would be set up at the completion of every few miles. This would shorten the route of the Pony Express.

One of the greatest difficulties involved in building the telegraph lines was the treachery of the Indians. The men in charge were always afraid the Indians would burn the poles or cut the lines. For this reason, Creighton, on reaching Fort Laramie, had two chiefs, who were friends, talk to each other over a distance of five hundred miles. Each told the other to meet him at a half way point. They kept their agreement and then they knew that the lines were the speaking power of the Great Spirit. The Indians were given small jobs and the tribes along the route were given presents. So frightened were many of the Indians that when they had to cross the line they would run. This method insured the safety of the lines.

Another task of importance to the builders of these lines was the securing of poles. It is said that Gamble's men were forced to go into the mountains and valleys for many miles around to secure poles and then had to use scrub trees of every description, that they might complete their work. A story is told of a group of Mormon Pioneers who had a contract to supply poles. They found that they were losing and some of them refused to fulfill their contract. A Mr. Street, who was working for Gamble, went to President Young and told him of the condition. President Young told Mr. Street that the poles would be delivered. He then sent word to the contractors to fill their contract. "Even if it made every one of them paupers." Not a pioneer failed to deliver the poles.

The telegraph line was a very successful venture from the first. Newspapers were happy to give news only one day old, and *The Deseret News* received its regular daily reports at once. One of the first offices was a

small adobe house located on the east side of Main street between first and second south. John Clowes was in charge of this office.

It is interesting to note that President Young, sending the first message to Mr. Wade, the president of the Telegraph Company, after congratulating him on the completion of the line, said:

"Utah has not seceded but is firm for the Constitution, and the laws of our once happy country, and is warmly interested in such useful enterprises as the one so far completed."

It was the time of the Civil War, and early in 1862, a call came through the President of the United States from the War Department for a detachment of men from Utah to protect the United States Mails and the Telegraph Lines. A company was mustered for service under the command of Captain Lot Smith.

PIONEERS CONSTRUCT OWN TELEGRAPH LINES

Even before the continent was spanned by the telegraph, the great Pioneer Leader, President Young, had conceived the idea of building telegraph lines throughout the state. In April 1865, a meeting was called in Salt Lake City to consider the extension of telegraph lines through the settlements. A serious need must be prepared for. The Indians' wars in the southern settlements could be settled better if a direct communication was established. The growth of the towns both spiritually and industrially would be increased by the telegraph. *The Deseret News* of December, 1865 asked that young men and women in every village prepare themselves to take positions as operators in the near future. Early in 1866, the Deseret Telegraph Line was organized with President Brigham Young at the head. A circular was sent out by the leader to the bishops or presiding officers of the wards in the church along the route of the proposed line from Rich County to St. George, calling upon them to unite and do all they could to further this enterprise.

In October 1866, Captain Horace D. Haight's ox teams, consisting of sixty-five wagons, arrived in Salt Lake City, bringing five hundred miles of telegraph wire and enough insulators for the great home telegraph.

The call met a ready response and all people were ready to build. Money was collected. People served or worked on the lines without pay, and in December of 1866 a system was opened between Ogden and Salt Lake City. By January, 1867, nearly five hundred miles of wire had been stretched east and west, north and south, and it was not long before the system was given almost instant communication between all settlements. It was the spirit of co-operation and the desire to progress that made possible this wonderful advent in pioneer history. John Hayes, pioneer of Spanish Fork, said that he and his father helped to place the poles when the line went through his town and when asked how he came to get the job, answered, "As men are called to go on missions, so we were called to work on this line without pay, but it was a service to our state and church." Another pioneer told how he was called on for money that the supplies might be bought.

Within a few years, A. Milton Musser, who was superintendent of the Deseret Telegraph Company, reported six hundred miles in operation, and material had been ordered to extend the lines in different directions.

He reported that Utah was the only territory to own her own telegraph system.

As each town was connected by the wires, *The Deseret News* gave notice through the paper. In December 1866, the line was finished to Manti. On January 10, 1867, it was completed to St. George. In December 1872, branch lines were built to Kanab, Rockville, and Windsor Castle, where branch offices were opened.

This story is given by Mrs. Hazel B. Bradshaw of Washington County: As nearly as I can find out, Orson Pratt, Jr., was the first man to take care of the mail in St. George; his office was in his tent with his family, and later in a tent pitched on the southeast corner of the block, just north of the public square, the church having retained the entire eastern portion of that block for its necessary structures, leaving the public square for religious buildings. In the early 60's, however, a small adobe building was erected a short distance from the tent. It was used as a combination tithing office and post office, with John Pymn dispensing the mail, first as assistant postmaster and later as postmaster.

After John Pymn had erected a home on his own lot which was in the center of the block just east of the public square, he moved the post office to his own private dwelling place for more convenience in caring for the mail, especially as the mail was sacked late at night to be ready to hand out to the mail drivers before daylight the next morning. He used a small lumber room on the back of the house for this purpose. As the city grew, he decided to build a small building on his own lot for a post office, where the mail might be more properly cared for. So a small adobe room was erected on the street facing north, west of his home, and one-half block east of the Tabernacle which had been completed shortly before.

As nearly as we can learn, this building was completed about 1872, as a newspaper of that year speaks of moving into the new office. This building has the local reputation of being the first building erected in the State of Utah solely for the purpose of being a post office, although every community had its own place of caring for the mail. After serving for possibly twenty or more years, Brother Pymn, who was still postmaster, moved the post office from this small building into a large room that he had erected on the front of his home and intended using as a combination store and post office.

The first telegraph office was established here in 1868 by President Brigham Young as a branch of the Deseret Telegraph Union. Robert Lund was called on a short mission to go to Salt Lake City to learn telegraphy, that he might be ready to be the operator when the office was established. When the Temple was in the course of construction and President Young found it necessary to spend so much time here, he used to send his religious messages to Salt Lake and other places after midnight when there was less interference.

This first office was established in a small building facing east, just south of the new Social Hall that had been erected in 1865, on the northeast corner of the block. It was later moved to the old Co-op Store building across the street, and then moved to a building erected for the purpose, just across the street north of the Tabernacle. At one time it had been located in a room of the County Court House. Besides Robert Lund, other

operators were Elizabeth Claridge, the first woman operator, Joseph C. Bently, Walter Keate, and Edward H. Snow.

Mary Thorsen sends this information of Richfield: The first Post Office was in the home of William Morrison in 1864 who was succeeded by Peter Miller, the same year. Miller built the first Post Office building which is still standing on the lot of his daughter, Mrs. M. C. Nielson.

The first Telegraph Office was in the home of Peter Miller. The operator was his eleven-year-old daughter, Maria. She was taught the code by Lottie Claridge. Maria made her first monthly report December 1874. She resigned in the summer of 1887, and was succeeded by Hannah Jane Martin Spencer.

Fay Hammond tells us that as early as 1881, before the first Post Office was established in Pocatello, Idaho, the mail was distributed by Tom Holland, who was an employee of the railroad. He received his pay in stamps from the government. The first postmaster was Lee Simmons, who served in that office from January 10, 1882 to July 1882, about six months. For some unknown reason, the Post Office was then discontinued until December 7, 1882. The first telegraph operator was W. F. Calkins, who had his office opposite the east end of the viaduct in the old Pacific Hotel, in 1885.

Olive Sessions Howells provides the following information: The first telegraph in Los Angeles was completed in 1860, the line coming from San Francisco by way of San Jose along the Butterfield Overland Mail Route. The Overland Telegraph was begun in 1858 and completed November 7, 1861. The first Post Office was located in the store of Wilson and Packard on the southeast corner of Main and Commercial Street. A tub stood on one end of the counter and into this the mail was dumped. Anyone expecting mail was at liberty to sort over the contents of the tub and help himself to what he wanted. The Post Office tub was conducted as an automatic free delivery system. In 1849, a postal agent of San Francisco found fault with the tub-system post office. Col. John O. Wheeler, who had purchased the store, and who had been accommodating the public free of charge, told him to take his post office elsewhere.

Mrs. Christie P. Wells of Salt Lake County tells about some of the pioneers of the Western Union Telegraph: Julesburg, Colorado was a junction where the stages branched off to Salt Lake City and Denver. Dispatches were forwarded from there by stage. In 1865 the old town of Julesburg was destroyed by fire by the Indians, but fortunately the telegraph operator espied them coming, whooping in their war-paint, in time for all to escape to Fort Sedgwick, a mile distant. A company of soldiers was sent out from the Fort and were ambushed by the Indians in the hollows east of Julesburg. After a fierce engagement, only eighteen escaped. Soon after, a telegraph line was built through to Denver. The Indians who were on the war-path were Arapahoes and Sioux. Charles E. Pomeroy was a telegraph operator at Julesburg for three months in 1862. After working as chief operator in several large eastern cities he returned to the frontier to become manager of the Western Union Telegraph Office in Salt Lake City, Utah, in 1867. Other telegraph operators of the Salt Lake City Office were John I. Sabin, A. B. Hilliker, H. O. Pratt, Mark Croxall, John Clowes, W. B. Dougal and Milton Musser.

Following are a few incidents pertaining to the re-establishing of the Office of the Deseret Telegraph Company at Spring City, Sanpete County, Utah, by Mary Ann Hyde White, daughter of the Apostle Orson Hyde and Julia T. Reinert Hyde.

In June 1881, President John Taylor and a number of the Apostles attending a quarterly conference in Sanpete County, held at Manti, were guests at the Hyde home in Spring City. Realizing the need of telegraphic service there, President Taylor decided to re-establish communications at that place.

At this point I was requested by the President to prepare myself to take the management of the office. Accepting the call, I went to Manti, in company with W. H. Folsom, then superintendent and architect of the Manti Temple, and made my home with the families of James H. Wareham and Henry B. Maiben.

Lewis Anderson at that time, was in charge on the telegraph service located in the Temple Office. Under his direction I began the study of telegraphy and remained in that place some three or four weeks when, on account of noise and confusion of building, I was transferred to Ephraim to the home of President Canute Peterson, then president of Sanpete Stake, and continued my studies with a Mrs. Carrie Stalleson, a very able instructor. It was here I received the news from Washington, D. C., through the Salt Lake Office, of the shooting of President James A. Garfield and of his daily condition until his death.

I pursued my studies until early in November when, through the urgent request of Judge Jacob Johnson, the Spring City Office was opened. Judge Johnson supplied the desk, while President Taylor supplied the balance of the necessary equipment. Having taught my sister, then Luella Hyde, the art of telegraphy, she took charge of affairs at Spring City while I attended the Brigham Young Academy at Provo where I substituted in the Provo Office whenever called upon. After returning from Provo I again took charge of the work at Spring City.

Later I married Herbert Addison White, and bidding a fond "73" (Kind Regards) to my associate telegraphers, took up residence in Salt Lake City.

From Lydia T. Nyman came this story of the Telegraph and Mails of Cache County: The Telegraph Line was connected with Ogden and soon afterward with Brigham City, and then Logan by way of Wellsville Canyon. By January 1867, five hundred miles of wire had been strung extending from Logan on the north to St. George on the south. Later the line extended to Franklin, Idaho, and in 1870 it was extended east through the canyon to Paris, Idaho. The first telegraph office of Logan was in the store of C. B. Robbins at the rear of the First National Bank Building. Mr. Joseph Goddard was the telegraph operator. Soon afterward the office was moved to the old Tithing Office on the Preston Block where Mr. Canute Torgensen became operator. Mrs. Julia B. Nibley was the first operator at Paris, Idaho, and Mr. H. E. Hatch was the first operator at Franklin, Idaho. Mr. Harry B. Cox was the chief man in charge of construction of the line to Bear Lake from Franklin, and in some places snow was so deep that the wires had to be strung on the pine trees. After the advent of the railroad the line was abandoned through Wellsville Canyon and was built

along the railroad track into Logan. This was another home enterprise and served until the Western Union line replaced it.

Peter Maughan at Maughan's Fort, later known as Wellsville, received the first mail sent through the canyon. Sister Maughan sent this on as best she could. She said to one traveler, "Take this letter and ask at each town until you find the man that it is addressed to."

-Later, in 1860, Frank Gunnell carried the mail from Brigham to Wellsville. Samuel Whitney, Ed Nelson, John Wright, and Mr. Baxter were pioneer carriers of Cache Valley mail. As early as 1867 Joe Maughan, son of Peter Maughan, at the age of seventeen, carried the mail from Logan to Franklin. After the advent of the railroads, 1873 and 1874, Lute Farr carried the mail when the train was blockaded. The mail came into the valley at first weekly, then twice a week. It was delivered at the Tithing Office Building in Logan. G. L. Farrell and William Palmer were clerks at the Tithing Office. At first when the mail came in, a large crowd would gather. The clerk would hold up each letter and call out the name. The receiver would call out, "Here." Then he would continue on with the next letter until the mail was delivered. Postage on each letter was twenty-five cents. If no stamp was on the letter, the receiver would have to pay the postage.

C. R. Robbins next delivered the mail at his little store as early as 1874 to 1879. Then we have Mr. R. Q. Shirley acting as postmaster from February to October in 1879. Mr. Shirley's wife, Mrs. M. A. Shirley cared for the mail until 1893.

Mary Ellen Love Neff's experience in telegraphy: A daughter of Andrew Love and his wife, Nancy Maria Bigelow, was born April 13, 1850 in Salt Lake City. Something new and delightful happened to her at the glamorous age of seventeen. In the summer of 1867, Brigham Young selected her among others of Nephi to study telegraphy, the purpose being to prepare operators for local stations of the newly founded Deseret Telegraph Company. Her friends Elizabeth Claridge and Elizabeth Parks were chosen too. The instructor was William Andrew C. Bryan.

These students became efficient and were all located in offices by the fall of 1867. The three close friends selected new, and to their minds more romantic names, for use over the wires. These names were "Estelle" (Love) "Lizzette" (Claridge) and "Belle" (Parkes) and were used always and retained by the second generation with the prefix "Aunt." Belle Parkes Bryan, the mother of five children, passed away when she had been the operator at Nephi continuously from 1867 to 1891, twenty-four years, being relieved only for short periods by her husband, W. A. C. Bryan, and later by her daughter, Lula. Lizette took charge of the St. George Office a number of years. She was then married to Alfred W. McCune at which time she was richer than he, by reason of her telegrapher's salary though later he became a multimillionaire. Estelle's first telegraphic service was at Fountain Green, Sanpete County, the fall of 1867. This was the scene of the Black Hawk wars in 1865, 1866, and early 1867. The pioneers were not molested by the Indians during the six months Estelle was there. She taught the Morse System to Julia Woodward and Louis Anderson. The latter took over the work of the office when she left in the spring of 1868. The compensation received for the half year, in addition to her board, was

fifty bushels of wheat delivered to her father in Nephi. After teaching a year in her father's private school, which was kept the year round at Nephi, she accepted a two fold appointment in the spring of 1889 at Mona, Juab County, to attend the office for the Deseret Company and be clerk in the general merchandise store, these two places being housed under one roof. She continued at this post a year, then in response to a call from her father, she went home to aid him in teaching through July, August, and September. Estelle was married to Benjamin Barr Neff, October 19, 1870 in Salt Lake City and lived at his farm at Dry Creek, fifteen miles south of the city. Less than a month later the Deseret Telegraph Company located an office there, which was designated as Neff's Station at Dry Creek. This was opened November 12, 1870, and was a result of the excitement created by the finding of gold at Alta, in Little Cottonwood Canyon. A branch line was extended from this office to the mines whereupon Estelle was employed as telegrapher in her home. Her knowledge of telegraphy became an important factor in her happiness, as through the electric key, she was in close communication with the intimate friends of her girlhood who were scattered in offices throughout the territory. Lizzette, that devoted and generous friend of Estelle's, traveled by team from Nephi to substitute at the office for Estelle during confinement. Several days the mother's life was despaired of, and all business had to be suspended to keep her from listening to the ceaseless ticking. Neff's Office was removed to Sandy when the Utah Central Railway was extended to that point in the Autumn of 1871. By request of the Telegraph Superintendent, Estelle came into the telegraphic service again in the spring of 1873. This time it was in the railroad office at Sandy, two miles and a half from her home. For three months she did the difficult work at this office with her babe, between three and six months old, in her lap whenever it was not sleeping. It is hard to understand how she could transcribe those elusive dots and dashes, if the baby made the noises natural to babyhood. In addition to the main north and south lines, she had the business of the Little Cottonwood Line during the activity of that great wealth producer, the Emma Mine at Alta, also the branch line running west to the Bingham Copper Mines, which she managed by means of a switch repeater. Her salary was seventy-five dollars a month, which in those money-scarce days, was a generous wage. She bought lovely pieces of walnut furniture with her savings.

Traveling with her babe to and fro in the early morning and late at night, at times seemed endless. She enjoyed the privilege of a railroad pass. This made possible frequent visits to Nephi, the home of her youth. Estelle prizes her life certificate of membership in the "Old Time Telegraphers and Historical Association" issued May 12, 1904. In 1886, long before the days of the telephones, a unique project, doubtless the only one of its kind in the world, was initiated at Nephi by three families. For the benefit of the half-grown children of Aunt Belle, Estelle, Bessie, a private telegraph system came into being to teach them telegraphy by social intercourse. The three home stations were equipped with electric instruments, sending and receiving. They had an electric battery, the poles set, insulators placed, and wires strung. This system was operated for teaching, practicing, and visiting for several years.

Excerpts From a Talk on Telegraphy

My first sight of a telegraph wire was when about 13 years of age. I was with father and mother, going to conference in Salt Lake City in a wagon drawn by two splendid mules. We were jogging along the road, approaching the point of the mountain from the south when we saw a line of poles with a wire hung at the top strung over the hill going north and across the road going west. I was excited, and jumping out of the wagon ran over to the first pole and looked up at the wire to be sure that I should be the first one to see messages going by. As I looked up at the wire I could hear a humming noise, but could not see the message, so I ascended the pole and focused my eyes on the wire. By that time other wagons drove up, stopped, and the people got out of their wagons, all eager to see messages going by, and asked me, "Can you see the messages going by up there?" I answered "No, they go too swiftly, but I can hear them humming by." I was disappointed in my vision, but I quickly made up my mind to find out how messages were put on the wire, sent along, and dropped off where they were destined to go. Father could not persuade me to get into the wagon again, nor to follow along in the road.

The fascination to know, started me running along under the wire, and I followed that course, beating the mule team by an hour into Salt Lake City where father found me peering through the window of the Telegraph office watching the operators manipulating their telegraph instruments. Father tried to get me away from the window, but I made so much fuss about leaving before I could see how the messages were sent over the wires that he took me into the office and asked one of the operators if he would please show how it was done. The man laughed and said, "Sure, come right in sonny, and we will show you all about it, and the first thing your father knows, he will have a telegraph operator in the family."

The operators seemed to like me, and they let me rattle the telegraph key and let me watch the paper tape running through the old Morse Register. They showed me how the dots and dashes were made on the tape, and how they read the tape and wrote the messages down with pen and ink on paper, then told me how the messages were sent out and delivered to the people. That was all entrancing to me and to father, too. But the one lesson, to me only set fire to my heart. I heard the dots and dashes and saw the paper tape running through the clock-work register, relays and sounders do their work, saw and heard all night, and as soon as I could get away from our stopping place next morning I was in the telegraph office again. I was a little bit timid about going to the door and one of the operators seeing me outside said, "Good morning, Sonny, come right in and we will give you some more to think about." He introduced me to their "line man" who also had care of the batteries, and I was with him most of the day, and helped him scrape the zincs used in the batteries. Everything was wonderful and the wonder is still effervescing in my nature. After that day I was at home at the telegraph office and spent most of my conference there.

Early in that year, 1865, President Young made his determination known and called on all the Bishops of the Church to inform the people and call on them for aid. And the President made the further call on the Bishops of the different cities, towns and settlements, to send some young

men to Salt Lake City to learn telegraphy. Father was the Bishop at Nephi at that time, and I was then 16. He thought that I was too young, and tried to find some one of more mature years to send, but failing to find such elderly person, and I right by his side with the help of mother both crying and persuading father consented and I went to Salt Lake City and with a class of about 30, all near my age, though two or three were older, studied telegraphy under John C. Clowes, one of the finest penmen and telegraph operators that ever listened to the good old Morse dots and dashes.

I returned home in the spring of 1865, with the recommendation of my teacher that I could deliver the telegraph goods. The telegraph line was then unfinished, and the Indians were disturbing everybody, so I enlisted in the Cavalry for Indian war service, and served until discharged, before the completion of the telegraph line in the late autumn of that year. The telegraph line was completed and I put in the office to work at Nephi, about Christmas Day, 1866.

President Young made his rounds visiting and teaching the people in the settlements of the territory at least once each year, and after Miss Parks, my assistant, became handy about the telegraph office, the President used to take me with him to act as his private operator. Always a guard of armed able horsemen accompanied the President on his trips, and I used to go with this guard on as good, nimble, intelligent a horse as ever carried a saddle. The President wanted the news of the day, every day, and while on the road from place to place, his secretary in Salt Lake City would read and compile news from the papers, and such local news as might be desirable for the President, and when I would cut in with my telegraph apparatus and give my signal to Salt Lake office, my pen would begin sweeping over the paper like magic, copying the news from Salt Lake. I liked the work, as well as I liked the great fatherly man I was writing it for. Often the President stopped at places where there was no telegraph office. At such places I would cut the wires and establish my office—anywhere—give my signal—"WB" and the little instrument I was holding in my hand would commence telling me what to tell the President, then I wrote it all down in a clean readable hand.

Once when the President had been at St. George during the winter, he telegraphed me to meet him at Cedar City on his way to the north. At St. George my school mate, Robert C. Lund, was telegraph operator, one of the best. He kept the President informed at St. George and then would accompany him on the way coming north until meeting me at our meeting place. "Bob" and I would often take turns in copying the news, and I was always afraid that "Bob" would make the best copy. I never admitted it to him, but I can see that nice round lettered copy of his right now, and if he were here I would say to him, "Bob, you take the prize."

On his way north that spring, the President stayed overnight at Fillmore. The roads were in a dreadful state of mud, almost impassable, and things were happening in Utah and in our Congress that the President was very anxious to know about, so early in the morning he said to me, "Willie, I wish you would ride on ahead to Scipio and ask Salt Lake for everything of importance as soon as you can without injury to your horse." I obeyed that request. There was no telegraph office at Scipio, but the telegraph

line wire was strung running directly over a pile of wood standing on end. It was snowing, like white feathers dropping down when I arrived at Scipio.

I hunted up Bishop Martin and told him that he must arrange for me to use my telegraph apparatus. He said, "How are we going to do it?" I said, "Get a table and we will put it on top of your woodpile and I will put my instruments to work up there." He said, "All right." I had the wire cut and my instruments installed—it was still snowing and it was getting too dark for me to write, so the Bishop got an umbrella to hold over me, and a lantern to give light, and when the President arrived, I was up there copying the news.—*W. A. C. Bryan.*

Roads of Early Utah

Probably no people have played a more important part in the development of transportation in the West than have the Mormon Pioneers. Early history tells that they realized the importance of good roads as a guide to western civilization. The Mormon Pioneer blazed new trails, helped by the plodding of oxen and a determination to reach the land they had chosen in which to make their homes. It might be called a tractless wilderness, through which they broke their way.

President Young referred to trail making when he said:

"We made and broke the road from Nauvoo to this place. Some of the time we followed Indian trails, some of the time we ran by the compass. When we reached the Missouri River we followed the Platte. And we killed rattle snakes by the cord in some places and made roads and built bridges till our backs ached. Where we could not build bridges across rivers we ferried our people across, until we arrived here where we found a few naked Indians, a few wolves and rabbits and any amount of crickets; but as for any green tree of fruit or any green field, we found nothing of the kind with the exception of a few cottonwoods and willows on the edge of City Creek. For some 1,200 miles we carried every particle of provisions we had when we arrived here."

Later he added this statement:

"Talk about these rich valleys, why there is not another people on earth that could have come here and lived. We prayed over the land and dedicated it and the water and everything pertaining to them unto the Lord and the smiles of heaven rested on the land and it became productive and today yields us the best of grain, fruits, and vegetables."

Thrilling are the incidents of the conquering of the path, as told in Pioneer diaries:

April 27: Made 14 miles over sandy ridge land, very hot during day, but showers at night. More Indians prowling near camp.

May 8: Made 13 miles, trailing throughout the day behind herds of buffalo moving in the same direction, traveling slowly and impeding progress, besides eating down grazing forage.

May 22: Made 15½ miles. Camped at night on bottom lands near river after crossing countless small stream beds, mostly dry. Rock formation all about, gave location name of Bluff Ruins. Many rattlesnakes seen during day.

June 15, 16, 17, 18: Continued ferrying over North Platte River.

July 1, 2, 3, 4: Ferrying Green River. Some went back to meet others coming up to help them across. Others went ahead in search of better camp grounds.

July 17: Made 17 miles crossing several streams and finally reached Fort Bridger after a rough journey.

July 16: Made 16 miles entering Echo Canyon. Travel difficult, but scenery beautiful and wild with abundance of wood, game, wild fruit, good water, and grazing forage.